

Commissioner, transact their business in accordance. If any officer desires to see her on any urgent matter she will be pleased to arrange accordingly. God bless you. Yours affectionately,

For God and His cross,
WILLIAM EADIE,
Chief Commissioner.

Feb. 24, 1896.
MESSAGE FROM HERBERT BOOTH.
A few moments later the following bulletin was posted up:

Toronto, Feb. 24, 1896.
COL. NICOL, West Fourteenth street.
Read to officers and post on bulletin board. Send copy to editors.
Consider, the press has been misinformed concerning my visit to New York. Have done my duty with prayers and tears as a brother to prevent a breach in the family, hitherto unbroken, and preserve from an irreparable calamity a brother. Can do no other than leave consequences with God and time. You have my truest sympathy in this hour of trial. You may be relied upon, I know, to maintain world-wide union of the Salvation Army, which is as dear to American Salvationists almost as is the union of their beloved land.
(Signed) HERBERT BOOTH.

Meanwhile orderlies had been flying from one office to another promulgating orders and the edicts of the new regime that had been so quickly inaugurated. Relations had now become so strained that all communication between Ballington Booth and the faction under the leadership of Colonel Nicol had ceased. Ballington Booth and his wife were in consultation with some of his closest friends.

WILL RESIGN OR REVOLT.
Brigadier Evans said after the meeting that no decision had been reached as to which side of the controversy the staff officers would support. "We are all tired out," he added, "and I do not know what may be done to-morrow."

Staff Captain Caygill said that Commander Booth had concluded to wait until Saturday before coming to a final decision. On that day he would either take possession of his office in the Fourteenth street building and of the property of the Salvation Army in America or definitely resign both.

"His action will largely depend upon his friends," said Captain Caygill, "as to what action they may take. Some of his friends are beginning to think that the step to secede from the international organization is so serious a one as to need more careful consideration. Some of the brigadiers and staff captains have taken such a stand through their love for Commander and Mrs. Booth that it would be in the power of the Commander's successor to court martial and dismiss them from the Army."

"Eva Booth, who has been placed temporarily in command, has given an undertaking, however, that no harm shall befall them, as she regards it but natural that they should express the affection they feel for Commander and Mrs. Booth. In view of this undertaking, there seems to me no doubt that the brigadiers and staff captains who have been so outspoken in support of the Commander and his wife will use their influence to bring about an agreement with the international organization."

CONTESTATION AGREED UPON.
Earlier in the day Colonel Nicol had sent several hundred telegrams calling upon all regimental and company commanders to report to his office and to transmit all moneys collected by him. Ballington Booth at once notified the telegraph companies not to charge any messages to the account of the Army unless signed by him. Later he agreed with the companies that all telegrams must be countersigned "O. K. B. B." This was done to prevent Colonel Nicol from using the Army's funds until he was legally determined who held the proper authority to administer them. Colonel Nicol last night made the following statement:

"This is not an individual question, but one affecting the discipline of our Army and every Salvationist in the world. What is to be done with a soldier who puts down his gun and refuses to fire when ordered to do so by his superior officer?"

"It is insubordination of the worst possible character, and is like desertion in the face of the enemy. What is to be done with a man under those circumstances? Ballington Booth says that he is his father's son, but that he has lost faith in his father's ability to comprehend and manage the affairs of the Army in the United States. We have nothing left to say after that statement."

HIS USEFULNESS IMPAIRED.
"When a man does not obey his superiors his usefulness, to say the least, is impaired. I am simply a Salvationist. My whole life and soul are centered in the Army's success in carrying out its great principles for good. In his disregard of orders from the chief executive, Ballington Booth seems to have repudiated the principles upon which General Booth founded the Army."

Commander and Mrs. Booth were busily engaged for several hours after the meeting in closing up the business immediately before them. Several times the Nicol faction endeavored to communicate with Commander Ballington Booth, but all efforts were in vain. Major Glen guarding the door of the Commander's private office and permitting no one to enter or leave it.

From members of the auxiliary staff, who constitute the real supporters of the cause, a strong and determined action to separate the American Army from the English branch is gaining headway. While, it is contended, Ballington Booth could not well start or lead such a movement, yet there can be no doubt that he would listen to the call of his friends should they ask him to be their champion.

"YOU ARE STILL MY QUEEN."
Mrs. Booth's sad face to-day was a picture long to be remembered. Showing a calm exterior, yet with a woman's wounded pride in the attempt to lessen the services of her husband in this cause, her eyes became brighter and as Colonel Nicol was making his statement she unconsciously drew herself up, and there was a look upon her face which showed what her lips dare not utter. Her attitude seemed to say: "We made the Army in this country and these people are usurpers of the fruits of our toil and labors."

Going across the room, she nestled up to her tall and handsome husband, and, as he put forth a protecting arm, she said: "You are still my commander," and he replied: "And you are still my queen." It was a touching scene, and one full of tenderness, sweetness and womanhood. There was much half-suppressed excitement and eager conversation among the groups which were gathered in the corridors outside the offices of the chief of the army last night, and it was noticeable that the American and English soldiers did not amalgamate in the groups. There was a close watch kept upon the bulletin board on the first floor, and around it were gathered many more than Salvationists, who freely expressed their disapproval of

General Booth's action and their opinion that Commander Booth should form an American army of his own. Adjutant Agnew led the eight o'clock meeting, the hall being crowded to the doors and the auditor overflowing into the corridor. The exercises were as enthusiastic as ever, and in her opening remarks the adjutant declared that the Salvation Army would work on, always, never failing, and that there were no differences in their work for Christ. Colonel Alexander Nicol, signing himself "General Representative" yesterday issued a circular to the members of the Salvation Army, in which he recapitulated the details of the controversy, states that the resignations of Commander Booth and his wife were not accepted, and that the whole matter will be investigated at International Headquarters. He concludes by urging the Army to prayer and work and allegiance, pending the settlement of the trouble.

ADVICE FOR BOOTH'S.

Ballington and His Wife Necessary to Salvationists in This Country.

Dr. Chauncey M. Depew said last evening: "I am not a Salvationist, nor a member of their organization, but have taken a great interest in their work because of the splendid achievements of Mrs. Ballington Booth. People may say what they please regarding the work of all the Salvation Army officers combined, but Mrs. Booth has been the leading spirit around whom the whole organization in this country has moved, and her personality and her intelligent direction has placed the Army in the splendid position it occupies to-day. I have 35,000 people employed in the corporation of which I am president, and about 100,000 employees in the system, and I have seen the benefit of their efforts, both from a religious and a secular point of view, among these people."

"Since the Army has been in America it has become acquainted with American customs and institutions, and has found American ways decidedly different from English ways. In England the chief executive can issue his mandates to his officers in Africa, India, China or Japan, but here things are done in another way. The only way an American will go to heaven is through Bunker Hill or Independence Hall. This is an unfortunate misunderstanding, for Ballington Booth and his wife are necessary to the successful carrying on of the work of this organization in the United States."

REPLY TO DR. DEPEW

Why General Booth Desired to Change His Son's Command.

Dr. Chauncey M. Depew has received the following letter from the Salvation Army Headquarters in London in reply to the communication sent after the Carnegie Hall mass-meeting:

February 15, 1896.
Dear Sir—I have to acknowledge the receipt of the letter of February 3, signed by yourself and other gentlemen, and addressed to General Booth. Inasmuch as a considerable delay must needs occur before the General can reply by letter to yours, owing to his absence in the East, and seeing that I have already obtained from the General—to whom I have cabled an epitome of the resolutions which are embodied in your telegraphic instructions as to his views on this matter generally, it seems to me that it would be only courteous that I should endeavor at once to explain them on his behalf, so far as I am able to do so.

I shall, of course, refrain from observations, which I think the General might prefer himself to make, in view of his personal acquaintance with the gentlemen signing the letter to him, and will confine myself to indicating to you the general principles that are at the base of his decision to change the commanding officers of the Army in the United States. And I desire, first of all, to point out that this change is in entire harmony with the system and practice of the Army since its inauguration. Indeed, but for the operation of this rule of periodical removal from one command to another, Commander and Mrs. Ballington Booth would not have been appointed to the United States at all. I dwell upon this fact because I see evidence both in your memorial before me and in the contents of a section of the American press, of a supposition that in some way our treatment of the present case is exceptional. I think you will admit that the large measure of success which has been attained by the Army is in itself proof that the anticipations of disaster, very similar in character to those you

BALLINGTON BOOTH SPEAKS.

He Would Not Go to England for a Conference Unless His Brother Herbert Kept Away from This Country.

The session to-day was composed of the most prominent staff officers in the American field; therefore the most efficient, most responsible and most representative. Some 40,000 adherents were represented. It was a gathering not of my calling together, but one convened by the said staff, to which Mrs. Booth and myself were invited, that we might give our version of the case after the same staff had heard the Field Commissioner, Eva Booth and Colonel Nicol's side of the case.

I emphatically denied the statement that I was not dismissed, in proof of which I gave the following:

First, Colonel Nicol told Mrs. Booth and myself to prepare for the worst after having met Eva Booth on her arrival.

Second, Commandant Herbert Booth stated that he was empowered to ask Mrs. Booth and myself for our keys, portfolios and offices. I at once replied: "Commandant, I must have your authority from the Chief of London for that." He replied, "You can have that before 12 o'clock." This was last Thursday.

Third, He asked two things. One was whether I would go to London. I replied no, except on our conditions: First, that three brigadiers from America be present at all interviews in London; second, that Colonel Eadie be at once withdrawn to England; third, that Commandant Herbert Booth go back to London and remain there during my absence, and not return under any circumstances or pretext whatever until my return to the United States; fourth, that Colonel Nicol, the General's representative, remain here and assist in commanding; fifth, that Commissioner Eva return to London with me; sixth, that no one else be sent here in my absence until I returned; seventh, I to return a week after my arrival in England; eighth, that Mrs. Ballington Booth remain at the military helm of the warship in the United States during my absence.

The second, third and fourth conditions of my request were refused. They said I must go before a Court of Inquiry in London. To go before a Court of Inquiry means court-martial. I have nothing to be court-martialed for.

Then came the painful episode of Herbert Booth demanding my keys. I was then served with a brief from London which empowered my removal. We were dismissed. They were empowered to do so.

Since to-day's session Mrs. Booth and myself have been waited upon and questioned as to our plans. We propose to quietly retire. We accept our dismissal. We will probably turn over all the property in our possession. We will first, however, consult lawyers and some of the leading citizens in the United States.

BALLINGTON BOOTH.



HAS HE SIGNED WITH NEW YORK?

seem to entertain, which have nearly always found expression when our successful Commissioners were removing, have been groundless. These removals have always been made; they have always been deprecated, and often vigorously opposed, but I think you will acknowledge that the mere existence of the Army to-day in greater strength than ever, is a striking proof that they were necessary to the real realization of its Divine commission to go into all the world and to discipline all nations.

But why such changes? Not only for the sake of the direct advantages, the positive good, which in the United States and in other countries has been already gained, but in order to secure the utmost devotion to the principles which the Army has been raised up to enforce, and to avoid any such exclusive confidence in, or attachment to, individuals as your memorials convey. It is, I believe I am right in saying, much the same consideration as has led to the overwhelming majority of your statesmen to the alternative was admittedly a section largely deprived of the distinguished

gifts belonging to the President, for whom a third term has been proposed.

And the General feels himself all the more bound to this principle, and to its equal application in a case where members of his own family are involved. It would be gravely and immediately destructive of confidence in the whole administration of the Army if it could appear as though to be his son privileged any man, on that account, to obtain for himself a more agreeable position, or a greater popularity, than others no less devoted and experienced could obtain. Expediency, as well as the universal sense of justice, demands that it should be made impossible to doubt the impartiality of the General in these great appointments.

But there is one respect, especially, in which I venture to think your memorials reveal a danger which General Booth cannot but regard with sincere regret. He would naturally be the last to deprecate the services of any of his children to the Army, and to the Kingdom of Christ, and he has always rejoiced in every evidence Commander and Mrs. Ballington Booth have shown of their appreciation of America and Americans.

But, after all, they are only Americans by adoption, and the General, during his recent months of travel in your country, had abundant opportunity of seeing what has been done among your people, by the self-sacrifice and toil of other officers of the Army, many of them native born and others of them laboring in the country for years before the present leaders were appointed. It would, I am confident, be exceedingly distasteful to him to find an effort for the exaltation of his son and daughter based on any want of appreciation and esteem for the devoted and unselfish men and women who have served under them, and whose toll they would be the first to admit has so largely ministered to their success.

I trust that it is not necessary for me to assure you that we are all intensely awake to the importance to the whole world of the success of the Army in America. We always look forward with confidence to the time when your great country, fully informed and impressed with our world-wide mission, shall furnish no small quota of both men and money for the vast conquests that still await our Lord and Master in the Eastern world. To you, as well as to others who value the work of the Army, I would say that the success of the work in the past, both in the United States and other lands, is in itself your highest ground for confidence that General Booth will still receive the Divine blessing on his leadership in the future.

To you, Sir, therefore, and to the gentlemen whose names follow yours in the letter before me, influential in commercial and social, as well as in religious circles, I know that the General will look to act in accordance with those very kind expressions of confidence in, and sympathy with him which were so frequent during his last visit to the States, and which again find expression in the letter referred to. I am, Sir, yours faithfully,

W. BRANWELL BOOTH,

Chief of the Staff.

HON. CHAUNCEY M. DEPEW, LL.D.,

New York City.

Chicago Trying Hard to Forget Senator Murphy.

(Chicago Tribune.)

Senator Murphy, of New York, has reminded the country once more of his existence by telling a reporter that in his opinion the Democrats will elect the next President if they can get together. In the course of a few weeks it will be necessary for Senator Murphy to give out another opinion of the country—will forget him again.

CUTTERS WAYLAY A CUBAN TRANSPORT.

Continued from First Page.

ated in the United States was known to the authorities in Washington either before its starting or immediately after. And every effort was made to apprehend them without avail. Accordingly the evident futility of this Government to sustain its position in regard to its treaty with Spain so exercised the authorities that determined action to prove its neutrality in the Cuban matter was decided on. Trustworthy agents were summoned in haste to Washington, and the facts of this latest case laid before them. These agents were then dispatched back to New York with orders to closely watch the Bermuda and resort to every legal means to prevent her from leaving port under the suspected circumstances.

Immediately upon the arrival back in town of these men the United States Marine's office was visited, the facts explained, and assistance demanded. Three deputy marshals were placed at the Government's service, and for three or four days past they have been keeping the Bermuda under surveillance, assisted by three Custom House officers.

When this watch was begun the Bermuda was high and dry on the sectional dry dock at the foot of Erie street, East River. She had been hauled out there immediately after her purchase was consummated, and was being thoroughly cleansed and overhauled outside.

From the amount of new fittings that were being taken on board and old fittings removed it was evident that the vessel was also receiving considerable attention inside. Just what alterations were being made in the vessel it was not the business of the Government officials to inquire, but when she was finally floated on Saturday there was no denying that she had been extensively improved. The purpose of these improvements is now known.

WATCHING THE SHIP.
After leaving the dry dock the Bermuda steamed down to an anchorage in the upper bay, between Liberty and Ellis Islands, and the watchful Government officials transferred their stations to the decks of the revenue cutters, moored, when not on active duty, in the slip adjoining the barge office pier.

The steamship went over to the coal docks at Communipaw Sunday and had her bunkers filled, returning when this operation was completed to her anchorage in the bay. Just what she took aboard besides a generous supply of coal is not known, though it is reported that a number of suspicious looking boxes were covertly concealed in the coal as it was passed on board. The Custom House authorities in this city had meanwhile been communicated with, the circumstances explained in detail, and orders issued to hold the three revenue cutters at this port under orders to the United States Marshal.

It was reported Sunday to the Marshal that the Bermuda intended to quietly leave the harbor that night, and as soon as darkness came the revenue cutter William E. Chandler started out to keep her in view and prevent her departure if it was attempted. The Chandler remained concealed by the darkness in the neighborhood of the Bermuda for several hours, and concluding that an attempt would be made to leave the port abandoned her vigil and returned to her pier.

"It was not known when that the steamship had not shipped her entire crew, and accordingly could not sail. The enlistment of a crew was not completed until yesterday. This work has been conducted, it is said, by John O'Brien, a shipping master, of Broad and Pearl streets.

CREW TAKEN ON BOARD.

The negotiations with the men were concluded yesterday morning, and during the afternoon those of the crew who were already on board, were taken on board by a tug at Pier 7, East River, and transferred to the Bermuda. Considerable secrecy was maintained regarding the departure of these men, and old wharf loungers who witnessed their departure expressed the opinion that the Bermuda had shipped an unusually large company of men.

The vessel's crew was taken out to the ship in a tug chartered by the Mutual Towing Company. This same organization has taken an exceptional interest in the Bermuda during the crew who were already on board, was taken on board by a tug at Pier 7, East River, and transferred to the Bermuda. Considerable secrecy was maintained regarding the departure of these men, and old wharf loungers who witnessed their departure expressed the opinion that the Bermuda had shipped an unusually large company of men.

The Bermuda is a two-masted iron screw steamship, sailing under the British flag. She was formerly engaged in the Bermuda freight and passenger trade, but was practically retired from service two years ago. She has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold, 9.3 feet. A. E. Outerbridge & Co., of No. 39 Broadway, were her agents. Her sale was negotiated by Bennett & Walsh, of No. 18 Broadway, who yesterday denied that they knew who the purchasers were. The Bermuda was built at Sunderland, England, in 1874, and has made only two or three trips to sea since that time, arriving here last on May 20. She was then commanded by Captain Casey. She registered 823 net tons and is of the following dimensions: Length, 233 feet; breadth of beam, 22.9 feet, and depth of hold,